

# COMMITTEE ON GOVERNMENT REFORM

TOM DAVIS, CHAIRMAN



## **MEDIA ADVISORY**

For Immediate Release  
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### **Government Reform Committee to Review Metro Management Challenges, Funding Needs**

*Link Between Healthy Metro System and Safe, Effective  
Federal Government to Be Examined*

**What:** Full Committee Oversight Hearing, "The Capital Region's Critical Link: Ensuring Metrorail's Future As a Safe, Reliable and Affordable Transportation Option"

**When:** FRIDAY, FEBRUARY 18, 2005, 10:00 A.M.

**Where:** ROOM 2154 RAYBURN HOUSE OFFICE BUILDING

#### **Background:**

The Metro subway system serves 670,000 people each day. With the Washington area consistently ranked among the worst metropolitan areas for highway congestion, it is hard to overstate the importance of Metrorail as a critical transportation link for the region, and particularly for the federal government. So many federal employees depend on Metro to get to and from work, the system literally has become integral to the federal government's ability to function.

At this hearing, the Committee will take a close look at the challenges facing Metrorail, with its increasing ridership demand and aging infrastructure. The Washington Metropolitan Area Transit Authority (WMATA) claims extensive capital improvements are required to avoid a precipitous decline in service. However, the call for these investments – to be financed by significant new funding at the federal, state, and local level – comes against the backdrop of high-profile operational and managerial short-comings.

Historically, the federal government has played a major role in financing the Metrorail and Metrobus systems, including authorizing \$1.7 billion toward the original construction of the subway system. The close relationship continues today: About 50 federal agencies and employment centers are located adjacent to Metro stations, and the federal government requires proximity to the subway system to be a factor in any relocation of federal employees in the area. It is estimated that more than 360,000 federal employees in the National Capital region benefit from the services of Metrorail and Metrobus and that 50 percent of all rush-hour riders are federal employees.

Looking to the future, WMATA projects a doubling of its subway ridership by 2025 and has responded by detailing a 6-year program to address Metro's most pressing needs, purchase additional rail cars and buses, and improve its ability to respond and recover from a regional emergency. Whether it successfully addresses these challenges is critically important for the federal government and the region.

**Witnesses:**

Richard A. White, Chief Executive Officer, Washington Metropolitan Area Transit Authority

Dana Kauffman, Chairman of the Board, Washington Metropolitan Area Transit Authority,  
and Member of the Fairfax County Board of Supervisors

William Millar, President, American Public Transportation Association

Mortimer L. Downey, Chairman of the Board, PB Consult

John J. Corbett, Jr., Co-founder, Metroriders.org

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